

LE MANS VIRTUAL SERIES 2022/2023 SPORTING REGULATIONS

V2.0

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1. INTRODUCTION

After the great success of Season one, the series returns for 2022/23 for another exciting and challenging five round series. We hope to build on the positive results and feedback from season one and solidify the series amongst the list of most high-profile, competitive and recognisable esports series.

The series is the next level in esports competition, with the most professional and competitive virtual series grids with real world synergies with one of the most high-profile and recognisable international motorsport series.

This document outlines the rules and procedures that will be in effect during the series, with a further appendix that will be provided in future for the Le Mans Virtual finale. This document does not replace the full terms and conditions of entry into the competition, a copy of which can be requested from a member of the LMVS team. By competing in the LMVS, you fully accept both the terms and conditions and these sporting regulations.

2. SPORTING OVERVIEW

- 2.1. The event will be run on the rFactor 2 platform which features:
 - 2.1.1. Driver changes.
 - 2.1.2. Dynamic weather.
 - 2.1.3. Dynamic day/night transitions.
 - 2.1.4. Multiclass racing (LMP and GTE).
- 2.2. Damage will affect a car, but damage can be repaired in a pit-stop.
- 2.3. Car will be driveable but may not perform as well as at the start.
- 2.4. Full simulation includes the use of fuel and tyres.
- 2.5. Teams will work to create their own setups to optimise performance.
- 2.6. Teams will be selected by a committee from the organisers.
- 2.7. All drivers will be required to own all the cars that will be used in the race, as well as the
- 2.8.
- 2.9. to be able to join the server. Please refer to **appendix 1** for links to content.
- 2.10. By participating, all competitors agree to be bound by the rules set out in this document, the terms and conditions and the privacy policy exclusively.
- 2.11. Le Mans Virtual Series is permitted to only use officially licensed content within rFactor 2. Should rFactor 2 become out of license with any content which directly affects the Le Mans Virtual Series (e.g. specific car or track) during the season, the organisers reserve the right to remove this content from the series and/or not make available for competition.

3. CALENDAR

- 3.1. The LMVS 2022/23 Season calendar will be announced on Friday 10th June.
- 3.2. There is no plan or anticipation to change and/or remove any rounds of the calendar throughout the season, however, the organisation team have the right to do so with no official notice under extreme circumstances.

Date (2022/23)	Duration	Event
17 th September	8 Hours	Bahrain
8 th October	4 Hours	Monza
5 th November	6 Hours	Spa-Francorchamps
3 rd December	500 miles (4 hours approx.)	Sebring
14-15 th January 2023	24 Hours	24 Hours of Le Mans Virtual

4. FORMAT & EVENT TIMETABLE

- 4.1. Please refer to **appendix 2** for standard event timetable which will be the same for each round – with exception of 24 Hours of Le Mans Virtual.
- 4.2. Additional race timetable, including session times will be shared with teams & competitors no later than seven (7) days prior to the race.
- 4.3. Official session server links & weather will be shared with competitors no later than 24 hours before the session.
- 4.4. There will be supplementary regulations and timetables for 24 Hours of Le Mans Virtual in January 2023 provided during the season – data TBA.
- 4.5. Should it be required, the organisers reserve the right to amend the duration of any session as appropriate and at their sole discretion.
- 4.6. It is mandatory for each individual team entry to take part in the 1-hour test race per round.
- 4.7. Only one (1) driver needs to participate in the test race, but it is mandatory he/she is part of the race driver line-up. This can be a SIM or PRO (FIA) driver.

5. REGISTRATION, ENTRY, CAR & DRIVER CONDITIONS

REGISTRATION

- 5.1. Registration is on an invitational basis. Teams who competed in season one (1) of LMVS (including 24 Hours of Le Mans Virtual) will be given priority. This will be opened up to selected esports & real-world race teams should the organisers choose to do so.
- 5.2. A registration form will be shared with prospective teams detailing the entry procedure.
- 5.3. The deadline to register an entry is Sunday 10th July – there is no guarantee of selection but an entry constitutes a commitment to take part in the event.
- 5.4. Teams will be notified on a successful entry no later than six (6) weeks before the first round of the season.
- 5.5. There will be a specific registration procedure for entries only wishing to compete in 24 Hours of Le Mans Virtual.

TEAM ENTRY

- 5.6. Teams are free to enter into either, or both, the LMP or GTE class, however, during the entry procedure the organisers may ask or require teams to switch class to validate entry and keep the entries per class balanced.
- 5.7. One (1) x entry includes entry into the LMVS (round 1-4) and 24 Hours of Le Mans Virtual (round 5)
- 5.8. Teams are permitted to enter a maximum number of four (4) entries across both classes – a maximum of 2 LMP and 2 GTE.
- 5.9. The entry fee per car/entry is €2,500. The fee should be paid to Motorsport Games within four (4) weeks after the entry is confirmed. Teams may not be permitted to race if the entry fee is not paid before the start of the season.
- 5.10. Once the entry is confirmed, the transfer or exchange of entry to another team or third party is prohibited.
- 5.11. Team names must be no more than 25 characters (including spaces).
- 5.12. Changes to the team name after the entry has been confirmed are not permitted unless with the express permission of the organisers.
- 5.13. Car numbers must be between 1 – 999.
- 5.14. In the situation teams have chosen the same number, priority will be given to the team that entered the previous season or with the earlier entry submission date.
- 5.15. Any team wishing to withdraw from the series must notify the organisers and receive acknowledgement.
- 5.16. Withdrawing from the series is irrevocable and will not result in any reimbursement of entry fee.
- 5.17. The organisers reserve the right to refuse any team name, logo, livery or driver nomination for any reason without any form of appeal.
- 5.18. Successful teams who are granted an entry will be requested to sign & return a Tournament Participation Agreement (TPA) to confirm their entry.

SELECTION COMMITTEE

- 5.19. The final team/entry selection is decided by selection committee and is at the sole discretion of the committee with no right to appeal.
- 5.20. The selection committee reserves the right to also select a reserve list of teams that would take priority in the case of a team withdrawal.
- 5.21. A selection committee will be organised to confirm the entry list. The committee members include: Pierre Fillon, Gérard Neveu, Ben Rossiter-Turner, Lewis Edmondson, Frederic Lequien and Cédric Vilatte.
- 5.22. The selection committee have the power to refuse the participation or exclude a driver whose ability is deemed to be insufficient.

CAR SELECTION

- 5.23. Teams are free to choose their own car from the official series car list – ref appendix 3.
- 5.24. Changing car model is not permitted once entry has been approved or throughout the season.
- 5.25. During the entry procedure the organisers may ask or require teams to switch from their chosen car to validate entry and keep a balance of manufacturer presence in the class.

DRIVER LINE-UP & ELIGIBILITY

- 5.26. For the regular LMVS (rounds 1-4), each team should have a roster of four (4) drivers which must include a minimum of one (1) Bronze FIA International License driver (Pro).
- 5.27. It is mandatory for the team's Bronze rated Pro driver to compete in a minimum of one (1) of the regular LMVS events (rounds 1-4).
- 5.28. Teams must field a minimum of three (3) drivers for rounds one (1) to four (4) – increasing to four (4) drivers for 24 Hours of Le Mans Virtual.
- 5.29. For 24 Hours of Le Mans Virtual (round 5), teams must submit four (4) drivers which must include one (1) minimum Bronze FIA International License driver (Pro) or higher, plus one (1) minimum Silver FIA International License driver (Pro) or higher.
- 5.30. It is mandatory for all drivers on the team's roster of drivers to compete in at least one (1) LMVS round or 24 Hours of Le Mans Virtual. Failure to do so will result in a penalty – to be determined by the organisers.
- 5.31. To be considered a professional driver, the International FIA licence holder must be in possession of the official licence at least 6 (six) months before the first race of the Virtual Le Mans Series (17th September 2022).
- 5.32. In certain circumstances, drivers with no valid FIA license maybe considered Pro if they have international racing experience (i.e: Formula 1, WEC, ELMS, IMSA, IndyCar, Nascar).
- 5.33. The selection committee has right to approve or reject a driver registration or change a driver's category as pointed out in Art. 5.19.
- 5.34. The regular LMVS season driver roster should be submitted at the point of registration for selection committee approval.
- 5.35. Drivers may not compete in more than one (1) car per round, and not be on the entry list for more than one (1) entry per round.
- 5.36. For each race, the team is able to select their drivers in accordance with the above rules.
- 5.37. Teams need to submit their final driver line-up for each race no later than seven (7) days prior to the race or in accordance with the entry submission form. After this, driver changes are not permitted unless granted dispensation by the selection committee – permission to change drivers is not guaranteed.
- 5.38. Changes made to the driver line-up after the official entry list for that round has been announced will result in a time penalty to be taken during the race. Special dispensation maybe given on a case-by-case basis.
- 5.39. At any point during the series season, changes to a team driver line-up outside the full-season roster need to be requested by emailing lemans@motorsportgames for selection committee approval – changes to the roster are not guaranteed and maybe rejected.
- 5.40. Changing a team entry significantly from the initial submission may result in the selection committee withdrawing the car.

6. COMPETITION RULES

SERVER AND SERVER SETTINGS

- 6.1. The server settings will be set for the Le Mans Virtual Series – these values and settings are final and teams will be notified if any of these should change throughout the season. Settings are below:
 - Flag Rules – Black only
 - Fuel Usage: Normal

- Tire Usage: Normal
 - Mechanical Failures: Normal
 - Traction Control: 0 (Off)
 - Anti-Lock Braking: 0 (Off)
 - Stability Control: 0 (Off)
 - Auto Shifting: Off
 - Steering Help: Off
 - Braking Help: Off
 - Damage Multiplier: 100%
 - Weather settings: at the discretion of the organisers.
 - Setups are not fixed, teams are able to make their own.
- 6.2. It is not permitted to run with so much radiator tape that your car is smoking. This may result in a penalty.
- 6.3. Clients are only permitted on the server to race or conduct driver changes, in no other circumstances are spectators allowed to join the official race server without the permission of the organisers.
- 6.4. Drivers may only join the server for the purpose of conducting driver changes for a maximum of 10 minutes before the changeover.
- 6.5. Once their stint is complete, drivers must leave the server within three (3) minutes. This will be calculated from the moment the car crosses the pit exit to re-join the track.
- 6.6. It is forbidden during any official even session to use the text chat in the game.

AERO PACKAGE

- 6.7. LMP, Aero package "Standard, all dive planes" will be mandated for rounds one (1) to four (4).
- 6.8. For 24 Hours of Le Mans Virtual, the "Le Mans" aero package will be set for the LMP field.

BALANCE OF PERFORMANCE (BOP)

- 6.9. The GTE category has a BOP applied by the developers of rFactor2. The organisers reserve the right to amend the BOP, in coordination with the developers, at any point up until the 1 hour before each race.
- 6.10. Any mid-season change to the BOP will be announced and shared with teams no later than seven (7) days prior to a race.
- 6.11. Teams are not permitted to excessively influence or lobby series organisers in an attempt to make changes to BOP regulations. Any team doing so in the opinion of the organisers could be subject to a penalty, up to team exclusion.

WEATHER

- 6.12. The weather settings will be applied by the organisers. As with real-world, weather can often play a part in the changing and evolving strategies throughout the race, forcing teams to adapt.
- 6.13. A weather forecast report will be shared with teams no later than 24 hours before the start of the race.

7. POINTS, STANDINGS & PRIZE MONEY

POINTS SYSTEM

- 7.1. The LMVS will award points for drivers and teams based on the World Endurance Championship (WEC) points system.
- 7.2. Points are awarded at the end of each round to the entry/car and not the individual driver.
- 7.3. Standings & race results will be hosted on the LMVS website, as well as the Alkamel timing site - <http://lemansvirtualseries.alkamelsystems.com/>
- 7.4. LMVS is partnered with Alkamel Systems as official timekeeper. For the purposes of live timing, race results, standings & drive time race control & series organisers.
- 7.5. If two or more teams scored the same points, the higher place in the championship shall be awarded to the holder of the greatest number of first places.

- 7.6. If the number of first places is the same, the holder of the greatest number of second places will gain an advantage.
- 7.7. If the number of second places is the same, the holder of the greatest number of third places and so on, will gain an advantage.
- 7.8. If this procedure fails, the criteria for breaking the tie is the best time achieved in Round 1 Qualifying session. The team who achieved the fastest lap in Round 1 Qualifying session will gain an advantage.

8. OFFICIALS, PENALTIES & STEWARDING

OFFICIALS

- 8.1. The organisers will appoint officials to oversee the event. The Race Director will be detailed in the Additional Race information shared with teams before each round. In any interpretation of the rules, the final decision is that of the Race Director or the Assistant Race Directors.
- 8.2. In the absence of the Race Director for whatever reason, their assistant takes this role and responsibility for decision making.
- 8.3. Should competitors choose to become disruptive following a decision made by the officials they will be referred to the Art.17 "Code of Conduct" which outlines the consequences of these actions.
- 8.4. It is the sole decision of Race Control how to react to any issue or situation happening during an event, within the guidelines and principles of the sporting regulations.
- 8.5. Any attempt to influence Race Control decisions is forbidden and may be subject to a penalty.

BRIEFING

- 8.6. Drivers' Briefing will be shared with team managers & drivers before each round on the official Discord. It is the responsibility of the team for passing on any required information to their other team members.
- 8.7. All drivers must ensure they make themselves familiar with all sporting regulations and the written race briefing or addendums from the race officials.

PENALTIES

- 8.8. Reprimand – The Race Director or their assistant may warn a driver or team prior to additional sanctions at their discretion. These warnings will be officially recorded and may be used when deciding subsequent penalties.
 - 8.8.1. Receiving 2 Reprimands in the same round will result in a penalty assigned by Race Control.
 - 8.8.2. Reprimands are not cumulative through the season, but they are during each round (reprimands will be summed even if happening in different official sessions).
- 8.9. Drive Through Penalty - As appropriate, the Race Director or Assistant Race Director can apply a time penalty at their discretion.
- 8.10. Time Penalty (Post-Race) –The Race Director or their assistant may decide to add time or laps to a team's car after the race.
- 8.11. Disqualification – in extreme circumstances the race officials may find the actions, attitude or behaviour of a competitor/team to be contrary to the spirit of the competitions and find that this is worthy of a disqualification. This can apply to drivers and teams. If a driver is disqualified the team must ensure this driver is not used in the remainder of the event.
- 8.12. Probation - any participant with a history of rough, careless, or aggressive driving may be put on probation by the Race Control (official notice will be given). A participant on probation may be suspended if another penalty occurs while on probation. If a participant is on probation and has another penalty, in extreme circumstances the participant could be suspended for the remainder of the season. In this case the team is able to substitute with a new driver.

APPEALS/PROTESTS

- 8.13. Live Stewards & Race Control will monitor the qualifying and race sessions live for any incidents, however, teams have the right to request an incident is investigated, complaint about another competitor/team or appeal a decision by Race Control and/or the Stewards. To be considered, teams

have must complete the Incident Review Request (IRR) form either during the qualifying/ race or no later than 15 minutes after the chequered flag with justification & supporting evidence.

- 8.14. Should a team wish to make an appeal on a specific incident, they must complete the IRR form within three (3) laps of the incident, following this any requested investigation is null and void.
- 8.15. Each team must fill in the IRR form with their private "protest code" received by email.
- 8.16. Any IRR which doesn't include all the information required by Race Control or contains misleading information will be automatically discarded.
- 8.17. Teams abusing the IRR process may be subject to a penalty.

EMBARGO/ DEADLINES

- 8.18. All teams, competitors and staff involved in LMVS must not breach any embargo communicated by the organisers by email or on the official Discord.
- 8.19. Breaching an embargo may result in a penalty, up to a disqualification of the team from the entire series.
- 8.20. Teams that fail to respect official deadlines shared by the organisers will receive a penalty.
- 8.21. Applicable penalties are listed below at the discretion of the organiser:
 - 8.21.1. Missing 1 deadline: official warning communicated by email.
 - 8.21.2. Missing 2 deadlines: penalty to be served during the subsequent race (Time penalty added post-race / Drive-Through / Stop and Go 10 seconds).
 - 8.21.3. Missing 3 deadlines: Qualifying ban for the subsequent event – The team who received the penalty will start the race from the last grid spot of the car class.
 - 8.21.4. Missing more than 4 deadlines: Disqualification from an official round up to disqualification from the entire series.
- 8.22. Penalties are cumulative during the season.

9. COMMUNICATION

- 9.1. The primary communication platform between the organisers and participants is the official Discord Server.
- 9.2. All participants must be connected to the official Discord Server. This is where all important event information, links and race details will be shared. Organisers cannot take responsibility if key information and/or deadlines are missed by teams.
- 9.3. All participants must use their real name (first and last name) in the official Discord server.
- 9.4. All drivers during qualifying and race sessions must be connected to the organiser's video streaming conference call (Zoom) with a clear line of sight to their face with no obstructions (except if there is a specific allowance made by the organisers) when they are racing.
 - 9.4.1. Details of the meeting drivers are required to join will be shared on the live event date via Discord. Failure to comply with this regulation may result in any level of punishment outlined in Art. 8 "Penalties" as determined by the organisers or provide evidence which may result in disqualification.
 - 9.4.2. Competitors must make sure that the device they are using to attend the Zoom call/Skype call is set in "[Landscape Mode](#)".
 - 9.4.3. Competitors must use their headsets during interviews to let production capture a clear audio/voice.
- 9.5. Drivers and team managers must provide their SkypeID to the organisers when requested by the organisers. Skype is used by production for post or mid-race interviews.
 - 9.5.1. Team managers and/or drivers may be contacted by production during an event. This will likely be for the race winner after the chequered flag. Race Control will endeavour to message the driver or team manager directly before production get in contact.
- 9.6. During official sessions on race day all participants are required to be connected to TeamSpeak Server.
 - 9.6.1. The organiser will use TeamSpeak to announce important information to all teams, such as pre-race briefings, Virtual safety car and other information.
 - 9.6.2. While online, all participants must be in their assigned channel on TeamSpeak.

- 9.6.3. A maximum of 12 people per car may connect to Teamspeak (including drivers) at one time.
- 9.6.4. TV production and Race Officials can connect to private team channels at their discretion.
- 9.7. Text chat in rFactor2 is only permitted by Race Control.

10. QUALIFYING & GRID ORDER

- 10.1. Qualifying consists of two (2) x 20-minute session with dedicated qualifying sessions for LMP and GTE.
- 10.2. Teams are only required to field one driver in qualifying but may choose to change drivers at their discretion.
- 10.3. The fastest time of the car will determine its position on the grid but if a car sets no lap time during qualifying, it will start from the back of the class grid.
 - 10.3.1. The team with the lowest time will start on pole position and the highest time will start in last place.
 - 10.3.2. The starting grid will be split by class so that the top GTE car will start behind the bottom LMP in any circumstances.
 - 10.3.3. Should a competitor fail to set a time during a qualifying session for any reason, their lap time will be set to 10 minutes (600 seconds) for the purpose of calculating the starting grid.
 - 10.3.4. If more than one team fails to set a time, this portion of the grid will be randomly allocated by the organisers.
 - 10.3.5. Should two teams end the session with the exact same time, priority will be given to the team that set the lap time first.
 - 10.3.6. Pit stalls are assigned based on the previous year's championship standings. Pit stalls for new entries (including additional entries to single season entries in previous season) are based on registration date – the earlier the registration the lower the pit stall number.
 - 10.3.7. If a team submits a new number for the new season, they will be considered a new entry.
 - 10.3.8. Pit stalls are assigned as follows: Pit 1 - LMP 1st / Pit 2 - GTE 1st / Pit 3 - LMP 2nd / Pit 4 - GTE 2nd / Pit 5 - LMP 3rd etc. Etc.
 - 10.3.9. Pit 1 is located at the end of the pit lane.
- 10.4. It is forbidden to "escape" from a qualifying run. Drivers must complete any in-laps back to the pitlane before returning to the menu screen. If a car is damaged and unable to return to the pitlane then the team must immediately contact Race Control for permission to "escape" to the menu screen. If and when granted, that team must sit-out the remainder of the qualifying session.
- 10.5. Participants are only allowed to press the escape button when they stop outside the first available pit stall, and always once all 4 tyres are over the pit finish line.
- 10.6. Throughout the qualifying session, officials will be monitoring the participants. If a participant's actions are deemed to be against these sporting regulations or the spirit of the competition, the organisers may choose to penalise that competitor and/or team.
- 10.7. Teams must confirm their starting driver for the race, no later than one (1) hour after qualifying to the organisers through the form provided. No modification will be accepted after this time and a penalty may be incurred.

11. STARTING PROCEDURE

- 11.1. Teams are instructed to join the lobby no later than 15 minutes prior to the start of an event.
- 11.2. It is the team's responsibility to ensure their driver(s) is in the correct car which they have nominated to use in the race in question, with the correct livery applied – failure to do so will result in a penalty.
- 11.3. Teams and competitors must read the Briefing document for each round for specific start procedure details including green flag rules, start/finish line validation and terminology.
- 11.4. The Race Director or the Assistant Race Directors may, at their sole discretion, chose to restart the race.

START SEQUENCE

- 11.5. Prior to the start of a race, the officials will inform the competitors that the race sequence is about to begin.

- 11.6. When the race sequence starts there will be a short period of time to line up on the grid, competitors must ensure they do so as quickly as possible. Once the countdown timer hits zero (0) there will be no further opportunity to join the starting grid.
- 11.7. Once the transition to the start of the race has begun there is no longer an opportunity for the driver to check the performance of equipment. Therefore, subsequent equipment performance will be considered unfortunate for that competitor but there will be no further opportunity to rectify the problems without affecting the race.

12. DRIVING TIME

- 12.1. For each race there are specifications for minimum and maximum time of a driver in a car. If these are exceeded or fallen short of, the driver/team can be penalised and/or excluded from the points for that race.
- 12.2. In any case a driver exceeds the maximum driving time, there will be a time penalty applied to the car which will be equal to the driving time exceeded by the driver. The penalty will be added to the total race time.
- 12.3. There are different minimum driving times apply for the different race distances. For the 24 Hours of Le Mans Virtual, individual driving times apply and will be shared no later than six (6) weeks before the event.

Duration	Min (Mins)	Max (Mins)
4 hours	40	120
6 hours	60	180
8 hours	90	240
24 hours	240	420

*Round 4 is measured on distance – but for the purposes of driving hours will be classed as a 4-hour race

- 12.4. Driving time will be calculated without taking pit stops into account and measured by on track time only.
 - 12.4.1. First stint: green flag start – loop pit-lane entry
 - 12.4.2. Following stints: loop from pit-lane exit to pit-lane entry
 - 12.4.3. Final stint: loop from pit-lane exit to chequered flag
- 12.5. The first stint driving time in the GTE category is calculated from the moment GTE cars cross the start line.
- 12.6. Drivers may not drive more than three (3) hours within a five (5) hour period.
- 12.7. Driving hours apply to both class of drivers Pro & Sim.
- 12.8. If the race is interrupted, the driving time of the corresponding driver will also be interrupted for this period.
- 12.9. Should it be necessary to change the driving time requirements due to unforeseen circumstances, this will be clearly posted in #timekeeping on discord and available to all team managers.
- 12.10. There is no obligation by Race Control/stewards to share details of driving time for specific teams/drivers throughout the race to other competitors.

13. RACING CONDUCT, RULES AND ETIQUETTE

DRIVING STANDARDS

- 13.1. There is Drivers must not force others off the track.
- 13.2. If any another competitor has a significant portion of their car alongside a driver at any time, then that competitor will be required to leave space for the other. This significant portion of the car must be alongside the competitor outside of a braking zone. Should a competitor fail to leave space (a minimum of one car's width) to a competitor that has a "significant portion" of their car alongside them, then they will be at risk of being placed under investigation by the event officials and this may result in a penalty. In this competition a "significant portion" of the car is defined as a minimum of the car's front wheel being alongside another car's rear wheel.

- 13.3. Should a competitor make contact with a car without a significant portion of their own car alongside their competitor prior to a braking zone, and that car is negatively influenced by this contact, then they may be placed under investigation and receive a warning or penalty.
- 13.4. Competitors are not allowed to deliberately bump draft any competitor, including team mate.
- 13.5. Deliberately conceding slipstream to give an advantage to other competitors is strictly prohibited during Qualifying and Race sessions.
- 13.6. Competitors must not excessively weave to defend their position. A driver may move off the racing line and return once. Any further movement may result in a warning or penalty.
- 13.7. Drivers should be aware that there are two categories – LMP and GTE and that the LMP cars will be faster. Drivers should, where possible and safe to do so facilitate the safe passing of faster cars.
- 13.8. If a competitor is re-joining the circuit or recovering following an incident, regardless of blame/fault, it is imperative that they do so safely. They should re-join when possible in a safe and controlled manner in order to prevent further incidents. Failure to do so may result in a warning or penalty.
- 13.9. The organisers may in extreme cases refuse a driver to race if they believe the driver in question will be a danger to other competitors on track.

TRACK LIMITS

- 13.10. Competitors must obey track limits. In the primary instance, track limits are monitored by the rFactor2 software. Exceeding the maximum number of warnings will result in a penalty assigned by the game. If there are any exceptions to this, they will be detailed in an additional document shared with competitors before the event.
- 13.11. The number of warnings the rFactor2 track limit software will allow during the event will be shared with competitors prior to the race. This number may change between races.

FLAGS RULES & FCY

- 13.12. If a yellow flag warning is shown at any point during the race, drivers must take caution and be prepared to stop and/or take avoiding action.
- 13.13. Blue flags will be issued for drivers that are one or more laps behind the car that is approaching, please respect these by allowing them to pass where possible.
- 13.14. Race officials, in case of a dangerous situation on track and at their sole discretion, may call a Full Course Yellow.
 - 13.14.1. Race officials will advise competitors on Teamspeak that this is going to happen by announcing "Full Course Yellow in 10 seconds".
 - 13.14.2. At this stage competitors must be prepared to slow down, overtaking is still permitted but not recommended.
 - 13.14.3. Race officials will start a countdown from 5 (five) to 1 (one) and then they will announce "Full Course Yellow". At this stage all competitors must be at pit limiter speed and overtaking is prohibited except in the case of stranded or damaged cars.
 - 13.14.4. When race officials are ready to restart, they will replicate the same procedure used for FCY: "green flag in 10 seconds – Countdown from 5 (five) to 1 (one) – "green flag" announcement. Only at this point drivers can resume full racing speed and start overtaking.

PITLANE, PITSTOPS

- 13.15. The use of the pitlane for any other reason than fixing damage, refuelling, changing tyres, driver changes or serving a penalty is strictly prohibited.
- 13.16. When re-joining the track from the pitlane, drivers must stay to the right of the pit exit line and neither cross nor touch the solid white line. This may result in a penalty.
- 13.17. The pitlane will be open from the start of the race until the end of the race unless otherwise advised by Race Control.
- 13.18. Drivers must remain on pit road until they are close to approaching their pit stall. Drivers are expected to safely leave the pit lane road to enter their stall.

- 13.19. Drivers must carefully re-join the pit lane road when leaving their stall, and only when it is safe to do so.
- 13.20. Drivers are not allowed to pass between pitting cars and the garages.
- 13.21. The only circumstance a driver is allowed to pass between a car and the garages is when the track requires double stacking of the pit boxes, and their box is the inside stall, located between the outside stall and the garages and only if there is no option to go outside the car.

HEADLIGHTS

- 13.22. Drivers must ensure their headlights are operational at night and at any time requested by Race Control. Failure to do so may result in a penalty.
- 13.23. Drivers are allowed to flash their headlights – but it must be appropriate. Flashing is not required and should not be overused.
- 13.24. Drivers will be warned and could face a penalty if they are judged to flash their lights excessively.

14. EQUIPMENT AND TECHNICAL FAILURES

COMPETITORS EQUIPMENT

- 14.1. Drivers/teams are required to provide and maintain their own equipment
- 14.2. As outlined in the starting procedure above, the competitors are responsible for checking the working order of their equipment prior to the start of the race.
- 14.3. Drivers must use ethernet cables during all the official sessions. It's not allowed to use wi-fi connections.
- 14.4. The maximum ping limit allowed is 200ms from official servers. Race control may ask to a driver/team to retire the car in case their connection looks unstable or is causing a danger to other competitors.

TECHNICAL ISSUES/FAILURES/DISCONNECTIONS

- 14.5. Technical issues during the event may be treated as unfortunate.
- 14.6. Should a team or driver disconnect from the server, the car will be returned to the pitlane with no penalty required to be served should they reconnect.
- 14.7. Should a technical/hardware/connection issue force retirement from an official session that competitor/team shall count as "retired".
- 14.8. In the event of a server crash the following procedure will be followed.
 - 14.8.1. Race Control will call the Red Flag on Teamspeak and Discord Server – Official communication channel

QUALIFYING

- 14.8.2. It is the sole decision of the Race Director to restart the qualifying session or not.

RACE

- 14.8.3. The red flag time will continue to count towards to the total time, at the discretion of the race officials.
 - 14.8.4. The session will be resumed as soon as possible but in accordance with the time that Race Control requires to determine car positioning before the crash of the server happened.
 - 14.8.5. Car positioning may be determined by the last valid lap completed by the leader of the race. In case this rule isn't applicable for any reason, Race Control may decide at their discretion which lap must be considered as the last valid lap completed by the leader.
- 14.9. In the event of technical or network failure with the broadcast/organisers game, the Race Director has the authority, at their discretion, to restart that specific stage or race even if competitors are unaffected.
- 14.10. In the event the race is suspended and cannot be restarted by the Race Director, the following points will be awarded to teams:

- 14.10.1. No points will be awarded if the leader has completed less than two (2) laps without being under Full Course Yellow
- 14.10.2. Half points will be awarded to the teams if the leader has completed more than two (2) laps (without being under a Full Course Yellow) but less than 75% of the original race time or distance.
- 14.10.3. Full points will be awarded if the leader has completed more than 75% of the original race time.
- 14.11. In the situation when four (4) or more drivers disconnect at the same exact moment, but with no clear evidence of server issues, Race Control may decide at their discretion to award the affected teams laps up to a maximum of three (3). The number of laps will be calculated by the delta from the official timekeepers of the car leaving the session and then re-joining and leaving the pit exit loop, rounded down to the nearest lap.

RED FLAG PROCEDURES

- 14.12. It is the sole decision of the Race Director to call a Full Course Yellow and red flags.
- 14.13. Should a technical red flag be required during the race:
 - 14.13.1. Race Control will call the Red Flag on Teamspeak and Discord Server – Official communication channel.
 - 14.13.2. Drivers should line up in single file order behind the start finish line. No overtaking is permitted.
 - 14.13.3. The timekeeping will not be halted.
 - 14.13.4. The officials may take the decision to stop and/or modify the driving time and will be communicated to the teams.
 - 14.13.5. The race restart time will be communicated using Teamspeak and/or Discord.
- 14.14. Should a race need to be restarted it would be using a single-file rolling grid with the positions correct as of the last full lap completed by the car leading the race. The grid will be formed in position, then class order meaning top GTE car will start behind the bottom LMP in any circumstances.
- 14.15. Teams that retired before the red flag was called by Race Control are not allowed to re-join the session.

15. CAR IDENTIFICATION & COMPETITOR LIVERIES

- 15.1. Teams are permitted to create their own custom liveries and control their own sponsorship. The download link for the photoshop file to design your livery will be sent directly to accepted teams by your sporting representative
- 15.2. Teams must Please respect the mandatory logos and position on the car - more details are available in Appendix 5.
- 15.3. Liveries must be submitted for approval by the organisers no later than 12th August 2022.
- 15.4. Livery updates or changes throughout the season are at the discretion of the series organisers. Any updates must be notified to the organisers and files provided no later than 10 days prior to a race.
- 15.5. Liveries should be sent to lemans@motorsportgames.com or in accordance with the livery submission form by the deadline, including your team name and car number.
- 15.6. Team liveries may not include:
 - 15.6.1. Vulgar or offensive language or images.
 - 15.6.2. Any link to content and/or products that may be considered ethically questionable to the organising team.
 - 15.6.3. Logos, text or any other copyrighted or protected intellectual property that does not belong to the Team unless the Team has express written permission from the holder of the intellectual property in question and can or provide this immediately to the organisers upon request.
 - 15.6.4. Liveries with political or religious messaging or connotations are forbidden.
- 15.7. The organisers may request at its discretion for logos of series partners to be standardised on all cars competing with contingency space reserved on the rear wing and/or doors/sidepods. Further details will be made available if required.
- 15.8. Teams are advised that there are reserved areas of the car for series partners (see appendix 5)
- 15.9. By submitting the livery, the teams agree for the use of the livery publicly in the rFactor2 software free from rights restriction.

- 15.10. Should team names, liveries and/or logos from two teams be too similar, the organisers reserve the right to request changes to ensure clarity. Priority will be given to the team that submits their information first.
- 15.11. Should a teams livery contain any logos which are in conflict with series partners, the associated team should email lemans@motorsportgames.com for approval.

16. MEDIA, FILMING AND CLOTHING

- 16.1. Teams are allowed to use the Le Mans Virtual and/or 24 Hours of Le Mans Virtual logos on clothing but must ask permission and submit any designs of clothing for approval.
- 16.2. If this or other clothing is to be sold for commercial use, teams must request approval from the organisers.
- 16.3. The organisers reserve the right to broadcast any qualifying session or race of Le Mans Virtual Series including online and offline play. Drivers cannot refuse broadcasts authorised by the organisers. Each Participant acknowledges that the organisers shall be entitled to use any such footage in its discretion.
- 16.4. Participants may be required to participate in publicity and media activity related to the Le Mans Virtual Series and by taking part, they agree to do so as requested by the organisers.
- 16.5. Each Participant consents to the use by the organisers and related stakeholders, and their licensees for an unlimited time, of the relevant Participant's name, voice, image, slogan, likeness, biography, statistics and performance in the Le Mans Virtual Series and still and moving images of the Participant without additional compensation or prior notice.

17. CODE OF CONDUCT

- 17.1. All participants are expected to conduct themselves in a manner that reflects positively on the organisers (and any of its affiliates), press, attendees, and other participants and comply with all applicable law and regulation at all times.
- 17.2. Participants shall not engage in conduct which the organisers deem to be harmful to the business, reputation or relationships of an individual or of their partners.
- 17.3. No forms of cheating, gameplay, gamesmanship or gaining an unfair advantage in any way will be tolerated. This includes, but is not limited to:
 - 17.3.1. Hardware modification - Any modification made to a piece of hardware allowing it to function in a way the manufacturer did not intend. This includes adding or inserting anything not originally on the hardware configured by the organisers.
 - 17.3.2. Hacking - Any modification made to the game or other software by any person other than by way of standard software patches or updates.
 - 17.3.3. Exploiting game glitches - Intentionally using any in-game bug to seek an advantage. Exploiting is defined as utilising any game function that, in the sole determination of the organisers, is not functioning as intended.
 - 17.3.4. Impersonation (including playing under another driver's account) - to be understood as playing under another driver's account or soliciting, inducing, encouraging or directing someone else to play under another driver's account.
 - 17.3.5. Collusion - Any agreement among two (2) or more participants and/or other persons to affect any competition or race and/or opposing drivers.
 - 17.3.6. Any other behaviour as determined to be cheating, gameplay, gamesmanship or gaining an unfair advantage in any way.
- 17.4. Participants are responsible for notifying the organisers at the earliest opportunity of any form of cheating, gameplay, gamesmanship or gaining an unfair advantage by any other Participant that they know of.
- 17.5. Competitors must notify the organisers of any unfair exploits that they become aware of.
- 17.6. Any Team or participant who is deemed, in the sole determination of the organisers, to have cheated or behaved in any way as described above may be penalised and/or disqualified, and in extreme circumstances maybe banned from the series and other competitions.

- 17.7. No betting or gambling by any participant or anyone connected to any participant, is allowed under any circumstances. Moreover, no competitor or related person may benefit directly or indirectly from any betting or gambling
- 17.8. Participants shall not offer or accept any gift or reward to or from anyone for services promised, rendered, or to be rendered in connection with the event.
- 17.9. Participants must be respectful of the staff involved in the tournament organisers, sponsors, and/or partners at all times. Participants must not use obscene gestures, language, or offensive comments, including:
 - 17.9.1. Hate speech or discriminatory behaviour - Participants may not use language that is deemed by the organisers to be obscene, foul, vulgar, insulting, threatening, abusive, libellous, slanderous, defamatory or otherwise offensive or objectionable; or promote or incite hatred or discriminatory conduct, in or near any racing area, at any time, off or on broadcast. Participants may not use any facilities, services or equipment provided or made available by the organisers or its contractors to post, transmit, disseminate or otherwise make available any such prohibited communications. Participants may not use this type of language on social media or during any public facing events such as streaming.
 - 17.9.2. Violent or physical aggression or behaviour - abuse of the organisers, its affiliates, or other participants will not be tolerated.
 - 17.9.3. Harassment of any kind - is strictly prohibited. Harassment is defined as systematic, hostile and repeated acts taking place over a considerable period of time, which are intended to isolate or ostracize a person and/or affect the dignity of the person
 - 17.9.4. Discriminatory words, phrases, or gestures - Offending the dignity or integrity of a private person, or group of people, a team, a brand, a sponsor, a country, through contemptuous or discriminatory words or actions on account of race, skin colour, ethnic, national or social origin, gender, language, religion, political opinion or any other opinion, financial status, birth or any other status, sexual orientation or any other reason will not be tolerated.
 - 17.9.5. Trolling - Any participant who posts inflammatory, extraneous, or off-topic messages in an online community, such as a forum, chat room, or blog, with the primary intent of provoking readers into an emotional response or of otherwise disrupting normal on-topic discussion. Any conduct that is deemed to be in violation of this Code of Conduct is punishable at the sole discretion of the organisers and may result in disqualification from the Le Mans Virtual Series.
- 17.10. Drivers and/or competitors posting negative, disruptive and brand damaging content on social media about the organisers, the game, ACO, FIA WEC, Motorsport Network, Motorsport Games, Studio 397, and their partners in general and/or any other participant, including but not limited to images and videos of game faults, may result in the participant (accordingly) being withdrawn from the Competition. Positive and engaging content is highly encouraged, as long as the content is from areas permitted by the organisers.
- 17.11. Rallying other drivers to forfeit the competition - Any drivers found to be instigating forfeits from other drivers will be removed. This includes creating group conversations on any platform asking other drivers to retire/forfeit.
- 17.12. Any Team or participant who is suspected to have breached the official regulation in any way maybe asked to provide car telemetry during an event at any time.
- 17.13. Any Team or participant who would not be able to provide the data requested by the organiser will be subject to a penalty, up to disqualification from the series, or permanent ban from Le Mans Virtual Series.

18. APPENDIX

Appendix 1 / Content required

rFactor 2:	https://store.steampowered.com/app/365960/rFactor_2/
Le Mans:	https://store.steampowered.com/itemstore/365960/detail/37/
Bahrain	Shared by the organiser
Monza	https://store.steampowered.com/itemstore/365960/detail/59/
Spa	https://store.steampowered.com/itemstore/365960/detail/51/

Sebring <https://store.steampowered.com/itemstore/365960/detail/18/>
 Endurance Pack: <https://store.steampowered.com/itemstore/365960/detail/1004/>
 Aston Martin Endurance GTE: <https://store.steampowered.com/itemstore/365960/detail/39/>
 Ferrari 488 GTE: <https://store.steampowered.com/itemstore/365960/detail/46/>
 Corvette C8.R GTE <https://store.steampowered.com/itemstore/365960/detail/55/>

Appendix 2 / event timetable

Date	Time (CEST/CET)	Event	Broadcast
7 days prior	10:00	24/7 Test server opens	
2 days prior	19:00 – 19:45	Test Race - Practice	
	19:45 – 20:00	Test Race - Warmup	
	20:00 – 21:00	1 Hour Test Race	
1 day prior	20:00	Latest time for qualifying GTE drivers to connect to server	LIVE
	20:10 – 20:30	Qualifying GTE	
	20:30	Latest time for qualifying LMP drivers to connect to server	
	20:40 – 21:00	Qualifying LMP	
	22:00	Starting driver declaration submitted by teams	
Race Day	12:30 – 13:45	Practice	
	13:30	Latest time for starting drivers to be connected to server	
	13:45 – 13:55	Warmup	LIVE
	13:55 approx.	Start of pace lap	
	14:00	Race Start	

*Each team must take part in the test race 2 days prior and test race start on race day.

**Timetable may be subject to change

NB: THE ABOVE SCHEDULE IS APPROXIMATE AND SUBJECT TO CHANGE

Appendix 3 / Official Series car list

LMP	GTE
<ul style="list-style-type: none"> Oreca 07 LMP2 	<ul style="list-style-type: none"> Aston Martin Vantage GTE Porsche 911 RSR GTE Corvette C8.R GTE Ferrari 488 GTE BMW M8 GTE

Appendix 4 / Prize Money breakdown

LMVS Season				24 Hours Le Mans Virtual			
LMP		GTE		LMP		GTE	
1	\$15,000	1	\$15,000	1	\$15,000	1	\$15,000
2	\$12,500	2	\$12,500	2	\$12,500	2	\$12,500
3	\$10,000	3	\$10,000	3	\$10,000	3	\$10,000
4	\$7,500	4	\$7,500	4	\$7,500	4	\$7,500
5	\$5,500	5	\$5,500	5	\$5,500	5	\$5,500
6	\$4,000	6	\$4,000	6	\$4,000	6	\$4,000
7	\$3,000	7	\$3,000	7	\$3,000	7	\$3,000
8	\$2,500	8	\$2,500	8	\$2,500	8	\$2,500
9	\$1,500	9	\$1,500	9	\$1,500	9	\$1,500
10	\$1,000	10	\$1,000	10	\$1,000	10	\$1,000

Appendix 5 / Car liveries and mandatory logos

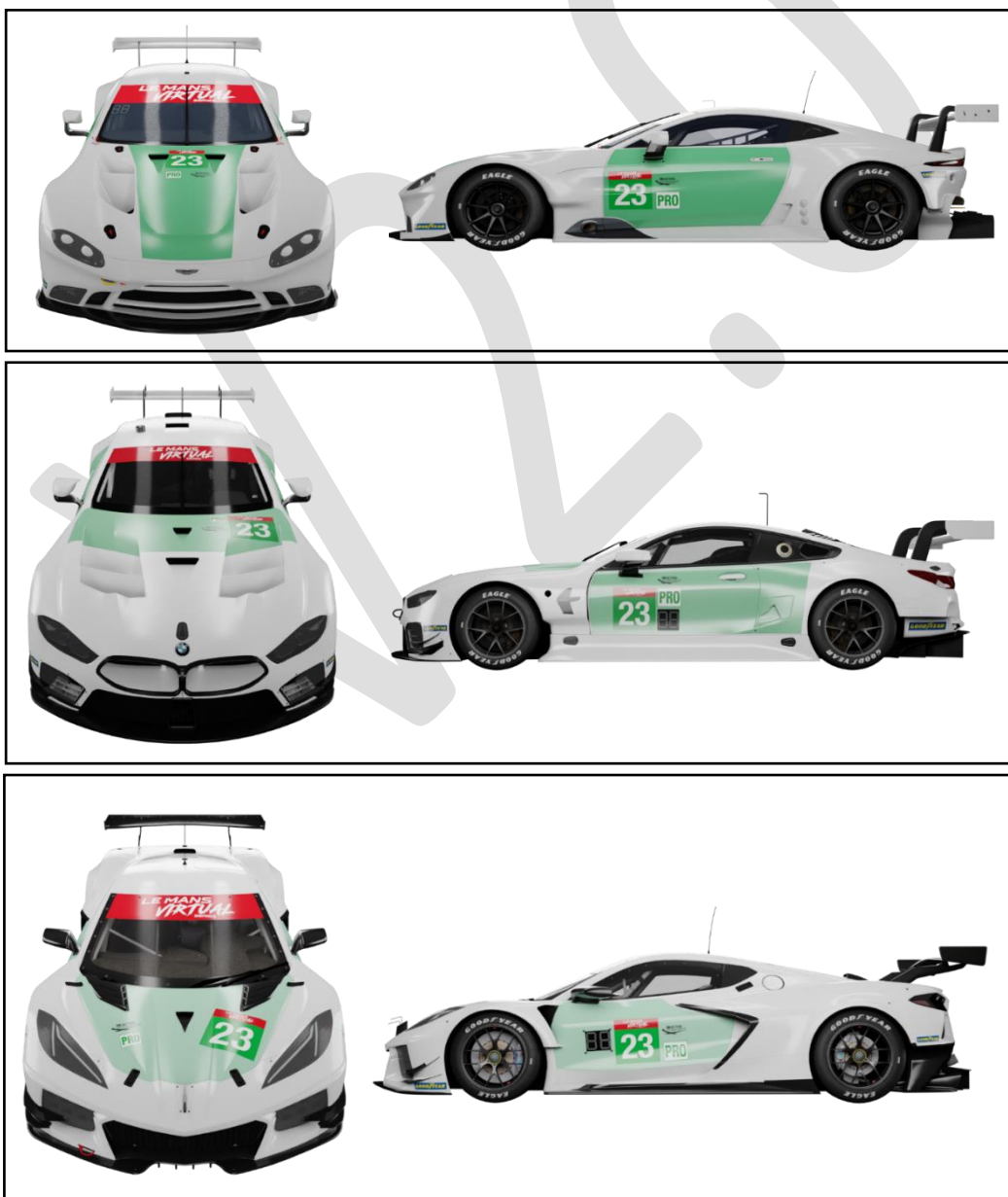
All cars in the race are required to:

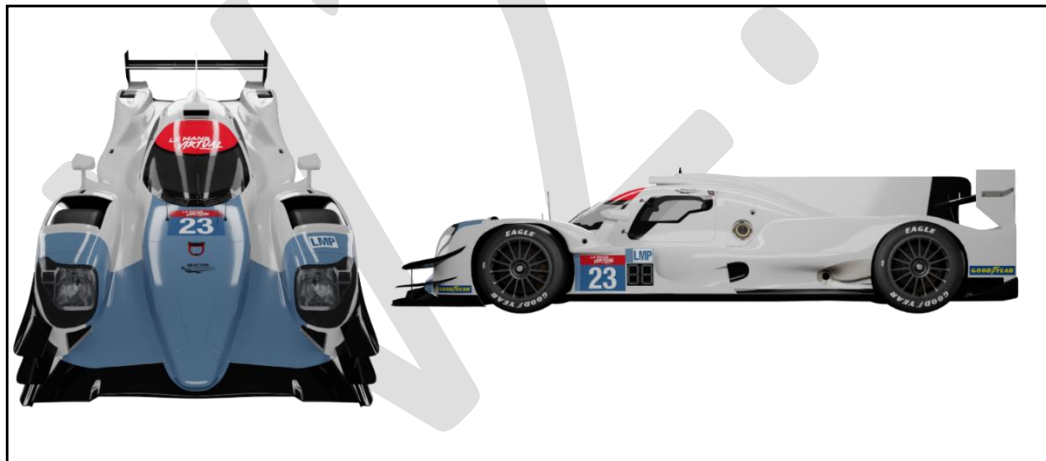
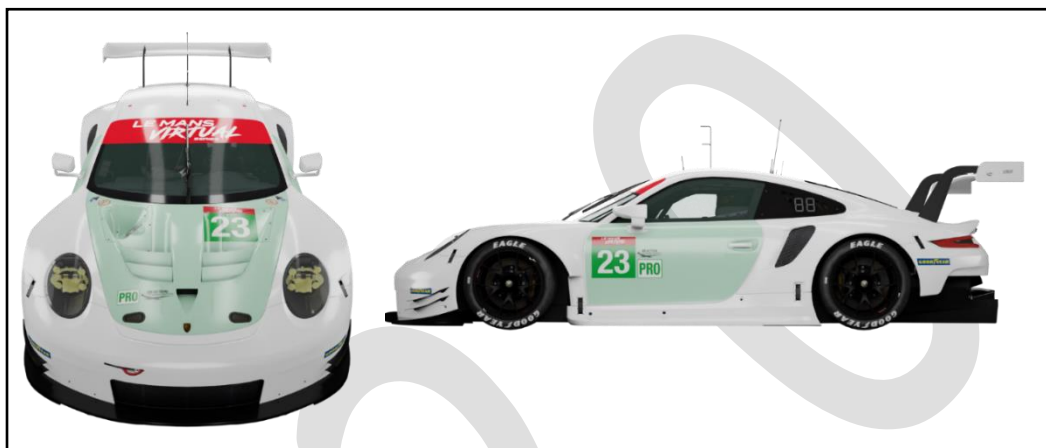
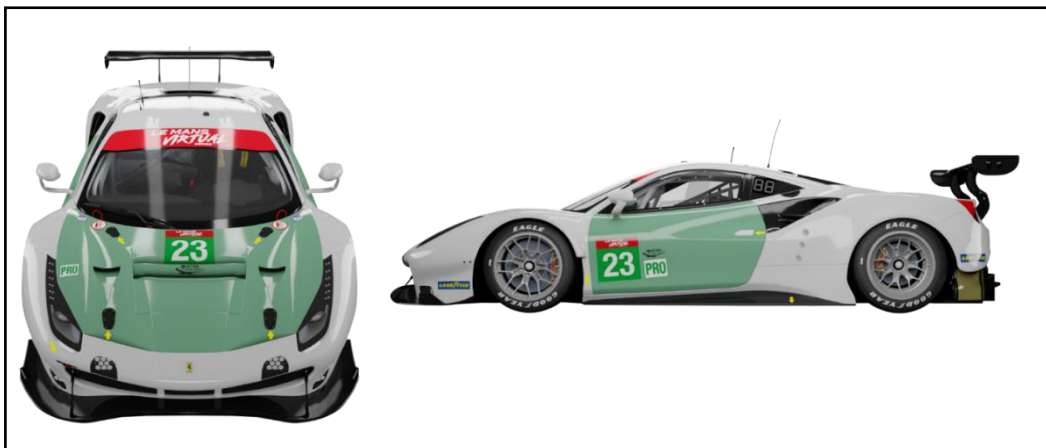
- Contain the placement of number board and “PRO” or “LMP” sticker within the green area specified on the template.
- Contain the FIA Action for Road Safety stickers. These may be moved to any visible area of the car but should retain their exact sizing prescribed in the template.
 - These are provided in both white and black in the template to suit your livery colours.
 - Contain Goodyear tyre logos on each corner of the car.
- Ensure that the position LED indicator is not obstructed.

In addition to the template provided, the organisers will apply a windscreen banner as a separate file, an example is shown in the images on the following pages. The banner will be utilised by the title partner of the event.

Liveries should be submitted via the livery submission file in photoshop (*.psd) format. Please do not remove any layers, you may hide them if they are not being used on your car.

Any file not complying with the organiser requirements won't be taken in consideration.





FURTHER INFORMATION

All further information should be directed to the lemans@motorsportgames.com inbox where the Le Mans Virtual Series team will monitor and reply as soon as possible.

PLEASE NOTE: THE ORGANISERS RESERVE THE RIGHT TO AMEND THE RULES AS APPROPRIATE. ANY CHANGES WILL BE COMMUNICATED DIRECTLY TO THE COMPETITORS.